



Incident Report: Davy Crockett Emergency Response

March 9, 2011 Operations

Two dive teams conducted a total of six dive operations on Wednesday. Approximately 8,000 gallons of thick bunker oil/water was removed from the double bottom tanks where divers are preparing to separate the stern section from the rest of the vessel. Divers also scraped bunker sludge out of the separation area.

Debris removal operations also continued on Wednesday. A total of 10,000 pounds of debris including steel piping and bricks were removed. The crane barge was repositioned closer to the stern for upcoming work.

A light sheen of oil was again observed and sampled just downstream of the Davy Crockett by the Department of Ecology. The Coast Guard and environmental cleanup contractors also continued to survey the downstream area for tar balls after a few were first observed several miles downstream of the Davy Crockett on Tuesday.

Last updated 3/10/11

Incident duration:	42 days
Personnel Currently Assigned:	67 state, federal response contractors
Injuries	0
Work and response vessels	16
Total Oil water mixture recovered to date	73,257 gallons*
Debris removed to date (e.g. metal, wire, wood)	650,103 pounds
Oil containment boom:	8,200 feet
Oil sorbent boom:	9,800 feet
Total recovery capability of skimmers:	336,924 gallons per day
Total waste oil storage volume:	160,725 gallons
Projected Maximum Worst Case Spill	64,500 gallons
Worst case spills potential	717,000 gallons
Samples analyzed to date (e.g. water, oil sediment)	116
Obligated costs to date	\$5.3 million

* The UC agreed that rain water recovered from the materials barge Umpqua should not be added as oily water recovered from the response. 479 gallons of recovered rainwater was included in Feb. 24's total, so the corrected amount of oily water recovered is 5701 gallons.

Incident Summary

A 431-foot flat-deck barge called the Davy Crockett is partially sunk on the shoreline of the Columbia River near Camas, Washington approximately 4 miles upstream of the Interstate 205 Bridge. The vessel has partially fractured into two sections and is leaking oil. Response crews and equipment are on-scene recovering the majority of the oil near the vessel as it leaks.

Davy Crockett History

The Davy Crockett is a former US Navy Liberty Ship that has been converted to a flat-deck barge. As with many aging vessels, ownership of the vessel has changed several times throughout the years. The most recent ownership change occurred in mid-2010. The vessel is anchored on the Columbia River, on Washington State owned aquatic lands.

In April 2009, due to concerns of fugitive oil sheen leaking from the vessel and the instability of the moorings, the US Coast Guard issued a *Captain of the Port Order* for removal of bulk oil, contaminated water and other hazardous materials. The order also required the vessel to be adequately secured to the shoreline to prevent it from becoming a hazard to navigation. The materials removed from the vessel included 2,200 gallons of a diesel/water mixture, 800 gallons of ballast water and 2,800 gallons of fuel oil.

Ecology's Environmental Reporting Tracking System identified several mystery sheens reported in this area of the Columbia River dating back to January 2010. These reports were investigated but no source was identified.

Recent Events Leading to Emergency Response

On the morning of January 27, 2011 Ecology began investigating reports from boaters on the Columbia River who were reporting scattered oil sheen in foggy weather. Ecology spill responders investigated by boat and identified an oil sheen stretching nearly 9-miles down river, and identified the Davy Crockett as the source.

An investigation is underway to determine the exact cause of the structural failure; however, metal salvage operations of the vessel appears to have initiated the release of oil from the vessel. Removal of deck steel compromised the structural integrity of the vessel resulting in the vessel fracturing into two halves. The bow section of the vessel is currently sitting on the river bottom next to the shoreline and the stern section has risen up to 30-feet in elevation. This structural instability of the vessel and safety concerns is making the complete assessment of oil products onboard impossible.

Incident Potential

The exact potential volume of oil still on board that could spill is unknown due to safety and access challenges. Total potential oil based on capacity of all liquid tanks is 935,000 gallons, but as the stern section is stabilized, responders will be able to accurately gauge how much oil actually remains in the vessel.

For up to date information, refer to the Ecology website at:

<http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html>